

IN THE EDITOR'S MAIL

Fairville, N. B., April 15, 1921.
To the Editor of The Standard,
St. John, N. B.

Sir—Will you kindly permit me, through your paper, to make a few remarks in reply to "An Old Hunter" whose letter appeared in your issue of the 11th inst.

My anonymous friend opens his remarks by taking a gentle rap at the N. B. Guides, and claims they oppose the shortening of the open season and I admit that fact, and insofar as I know the guides never made any secret of it.

But when he says the guides should not overlook the fact that the game belongs to the people, and that the game laws should be made for the majority and not a very small minority, he is going from the sublime to the ridiculous and shows a lamentable lack of knowledge of the N. B. Game Act.

I should like to know where in that act he can find any part of it that favors the guides, or any part of it that the guides do not have to observe along with every other hunter, and his inference that the guides think they own the game is too ridiculous to answer.

Is Old Hunter aware that the guides of N. B. are registered and licensed by the Government to accompany non-residents on their hunting trips in this province and to see that they observe the game laws, and to report the game shot, and to protect the game against all law-breakers, resident or non-resident.

I think if non-residents did not hunt here, the resident would have to pay about \$15 for his hunting license. Over half the revenue from hunting licenses comes from the non-resident; not to speak of the hundreds of thousands of dollars they leave in New Brunswick each year.

Many people have an idea that all this money goes into the guides' pocket; and I'll admit I wish it did, but they forget the railways, hotels, merchants, grocers, teamsters, sporting goods houses, camp help, etc.

In his remarks on Dr. Thompson and his hunt on Pungareven he is going back to 1910, when game conditions were far different from what they are today, and he forgets that the task of getting most out of those far interior places along with heads and outfits is an almost impossible task, and would be very costly, besides very few hunters go to those remote places to hunt owing to time and money it would cost, and game there will never be depleted by visiting sportsmen who only shoot odd bulls or hinds.

When my anonymous friend speaks of an occasional young moose, or cow, being less waste than tons of it being left in the woods to rot, he is going back over the last ten years, when game conditions were far different, and Old Hunter should be aware that the world today is not the world of even five years ago, and a vast change has come over the outlook on game meat, for whereas four years ago game meat was not considered worth eating by most people, today it is eagerly sought after by thousands of hunters. The high cost of living has made it possible for men to go into the woods and make big money killing for the market, and they do not stop at one moose. If Old Hunter has hunted for 35 years for his game he surely knows this, or if not, where has he hunted in all that time, and this occasionally killing a young moose outside the law has become so "occasional" over this province that it is a regular riot.

When my anonymous friend gets down to saying that the killing of a young moose for a poor family may be illegal and just, he is walking on thin ice. I think the great majority of families in N. B. are poor, and if it is just for one poor family to kill a moose illegally, it is justice for all, and to be entirely consistent in his contention, he would have to repeal all game laws and allow an unrestricted slaughter of the game to take place.

Again, my anonymous friend says a guide claims market hunting does not deplete the game. Well, let us see.

Old Hunter has hunted in Charlotte County for 35 years, and claims to know whereof he speaks, and I'll admit he should in that time, and he goes on to say that 30 years ago there was no moose in Charlotte County and 25 years ago the Government put a close season on moose until ten years ago. Well, in that case, my friend has had only ten years' experience hunting moose in Charlotte, anyhow.

Also up to 1920 he never saw a moose track on McDougall Lake or Inlet, and I won't dispute that; but it seems he was hunting in the country round about McDougall Inlet (see 1920) and saw tracks for the first time and also saw several cows and calves, but no bulls except one that was legal, and they got that one, and the majority of the cows were barren.

He was told 13 bulls had been shot by sportsmen—evidently ones before he got there.

My anonymous friend claims that in spite of market hunting, poaching, September shooting, etc., that the moose of Charlotte Co. are more than holding their own, and yet he goes hunting with three friends and sees only one legal moose, and gets it, and that the majority of cows were barren. In that case, Old Hunter calls holding their own? If it is, what would he call depletion?

I agree with my anonymous friend from St. George on one thing he has said and that is, that the game laws can stand a lot of adjustment. They can.

Thanking you, Mr. Editor,
Yours very truly,
CHARLES HAYNES,
Fairville, N. B.

"Soap and sunlight are the most famous cleansers in the world. Soap removes the visible dirt and sunlight destroys the invisible enemies of health. Soap is cheap—sunlight is free."

N. B. Health Week, April 24-30.

An Old Story.
Ira's Visitor—Mr. Editor, I've been told that you have printed in your sheet that I am the greatest swindler the world has ever known. Editor—No, sir! Not in my paper. It contains only the latest news.

MARINE NEWS

First Quarter April 16
Full Moon April 23
Last Quarter April 30

	Thurs.	Fri.	Sat.	Sun.	Mon.
Low water, a.m.	8.40	7.57	6.53	5.53	4.53
High water, a.m.	10.38	9.53	8.53	7.53	6.53
Low water, p.m.	1.11	1.11	1.11	1.11	1.11
High water, p.m.	2.34	1.12	0.09	0.56	1.46

STEAMERS IN PORT.

Corporation, at No. 7 Sand Point.
Bathurst, at No. 4 Sand Point.
Corcoran, at No. 6 Sand Point.
Victoria, at Nos. 2 and 3, Sand Point.
Kamomaska, at the Dominion Coal Company wharf.
Corcoran, at No. 15, Sand Point.

PORT OF ST. JOHN, N. B.
Friday, April 15th 1921
Arrived Thursday.
Sch. Abbie C. Stubbs, Jonesport, Me.
Cleared Thursday.
Coastwise—Str. Empress, 612, McDonald, Digby; sch. Wilfred D. 23, Mills, Joggins Mines.

BRITISH PORTS.

Greenock—Arr. April 15, str. Cassandra, Portland, Me. via Halifax.
Glasgow, Arr. April 14, str. Petrofka, St. John.

Cardiff—Arr. April 7, str. Canadian Raker, St. John via London.

FOREIGN PORTS.

Antwerp—Arr. April 11, str. Scandinavian, St. John.

Government Ship Due.

S. S. Canadian Hunter is due Saturday from Halifax to discharge cargo from Glasgow. The Canadian Hunter is due Monday from Halifax to load for London.

Arrival Arrives.

S. S. Lord Antrim arrived last night from Hamburg with general cargo.

Sold Under Seizure.

Advice from Barbadoes states that a large American schooner, the Pomona, was seized there recently to satisfy the claims of the crew, for \$2,700. No such vessel is shown on the lists, but it is believed she may be the John R. Penrose, 453 tons register, of New York, owned by the Jose Frois Co.

Cargo of Salt.

Sch. Lee Leblanc en route to St. John from Turks Island with salt, was at the Barbadoes on April 2, leaving. She discharged her cargo there to make repairs.

Schooner Movements.

R. C. Elkin Ltd. report: Sch. E. M. Roberts sailed from the Barbadoes on April 2 for Raritan to load coconuts for New York. Sch. Francis J. Elkin sailed at Raritan, Me., Wednesday with salt from Turks Island. Sch. Queen is now due here from Baltimore with fertilizer. Sch. Cutty Sark is loading coal at Philadelphia for Newfoundland. From there she will proceed to Bathurst to load lumber for New York.

Liners Due Today.

Two C. P. O. S. liners are due to arrive today, the Empress of France from Liverpool and the Tunisian from Glasgow. The Empress of France has 1,466 passengers, 126 first, 570 second and 763 steerage, and the Tunisian 116 cabin and 684 steerage.

Victorian Sails Today.

R. P. O. S. Victoria will sail today with 226 cabin and 860 steerage passengers. She will be followed Saturday by the Corsican with 136 cabin and 280 steerage passengers.

Rancher Sailed.

The Canadian Rancher sailed at 4:30 yesterday afternoon for London with general cargo.

Nagle & Wigmore Report.

Nagle & Wigmore report: Sch. Abbie C. Stubbs arrived here Thursday morning from Jonesport, Me., in ballast and docked on the east side of Long Wharf, to load lumber for New York. Tern Sch. Whiteway arrived at Manzanilla Bay, San Domingo, Wednesday. She will load logwood there the Chesler, Pa. The four-master schooner Jessie A. White, now at New York, has been chartered to load hard coal there for St. John. Tern Sch. George D. Jenkins arrived at Boston Wednesday with a cargo of piling from Port Greenville. Tern Sch. Barbara W. is loading lumber at Jacksonville, Fla. for Santa Cruz and Dul Sur.

Sailings From St. John.

To Liverpool—Victorian, C. P. O. S. Line about April 15; Canadian Hunter, Canadian Government Merchant Marine, Ltd. about April 16; Empress of France, C. P. O. S. Line about April 22; Melina, C. P. O. S. Line about April 27.

To London—Tunisian, C. P. O. S. Line, about April 21.

To Glasgow—Bollingsbrook, C. P. O. S. Line, about April 15.

To Manchester—Manchester Shipper, Manchester Line, about April 26.

To Southampton—Corsican, C. P. O. S. Line, about April 16.

To Bremen—Hans Head, Head Line about April 25.

To Avonmouth—Bollingsbrook, C. P. O. S. Line, about April 15.

To Belfast—Lord Antrim, Head Line, about April 15; Panad Head, Head Line, about April 25.

To Antwerp—Corsican, C. P. O. S. Line, about April 16.

To Havre—Tunisian, C. P. O. S. Line about April 21.

To Rio de Janeiro, Santos, Montevideo, and Buenos Aires—A steamer, Houston Line, about May 30.

To Australia and New Zealand—Canadian Spinnaker, Canadian Government Merchant Marine, Ltd., about April 15.

To Eastern and Far Eastern Ports—

NOTICE TO MARINERS

Notice is hereby given that the light on Bloude Rock Gas and Wharfing Buoy is reported not burning. Will be relighted at first opportunity.

J. C. CHESEBURY,
Agent, Marine Department.

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FROM LONDON

March 30 Ariano

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Mar. 6—Man. Mariner April 16

Mar. 24—Man. Shipper April 16

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A. C. CURRIE, Agent,
St. John, N. B.

RMSP TO THE WEST INDIES

FORTNIGHTLY SAILINGS

FROM HALIFAX

Barbadoes, St. Vincent, Trinidad and Demerara

St. John, N. B.

MALE PASSENGERS, FREIGHT.

The steamship service to the West Indies is maintained on a regular basis.

The Royal Mail Steam Packet Co., HALIFAX, N. S.

—Halifax, Houston Line, about April 20.

Sailing Vessels Busy.

Sailing vessels are finding considerable employment in the lumber trade between Northwest Pacific ports and Australia. Labor troubles, however, are said to be interfering with freight handling both in Australia and New Zealand.

Had Busy Month.

C. G. M. M. steamers as carriers secured to a considerable extent in the wheat exports from Galveston during March, which amounted to 5,025,193 bushels, eight times the exports of March last year.

Come to Agreement.

The members of the North Sydney Longshoremen's Union have finally come to an agreement with the P. & N. E. line in the matter of wages for the coming season. The union decided to accept rates similar to those paid by the Reid-Newfoundland Company, and the steamship Cable L. now is able to make her regular trips on the same schedule as last summer.

Picks Up Vessel.

Oil tanker Sarnelle is six days out from Jacksonville for Halifax. She loaded her cargo of oil at Tampico and on the way up from that port fell in with the Spanish schooner Santa Cecilia and towed her into Jacksonville. The schooner, which was bound from Manzanillo for Spain, had lost her rudder and was leaking. She is a three-master of 321 tons net and built in 1915. Her last voyage was from Alicante, Spain, to Manzanillo, where she arrived Jan. 13.

Maritime Miscellany.

Gloucester, N. J., April 10.—Str. Yankee Arrow, which stuck on the ways at the yard of the New York Shipbuilding Corporation yesterday, was launched today. Mrs. Grace M. Grant of Boston was the sponsor. The tanker is being built for the Standard Transportation Co. of New York. She will have a deadweight tonnage of 12,550.

Sch. J. L. Ralston (Br.) San Domingo for Barbadoes, N. S. has been burned at sea; captain and crew saved.

Dangers to Navigation.

(Reported to the U. S. Hydrographic Office.)

April 3, lat 42 15, lon 60 49, a heavy brown speck projecting about 3 feet out of water, apparently attached to submerged wreck.

The following radiogram was received from the U. S. Coast Guard cutter Seneca: "Seneca lat 44 45, lon 49 15, standing for lat 46 14 lon 47 12, where str. Castle Point short of tow and propeller damaged. Began drifting rapidly toward times. Str. South-

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